



## DEVELOPMENT INDUSTRY LIAISON GROUP

Monday, May 9  
9:00 AM  
Webex

<p><b>Present:</b></p> <p>Anthony Salemi Alex Beheshti Arden Semper, Branthaven Homes Ashraf Hanna, City of Hamilton Brenda Khes, GSP Group Brian Hollingworth, City of Hamilton Binu Korah, City of Hamilton Carolyn Paton Carlo Ammendolia, City of Hamilton Ed Forthergill Ethan Cleugh Dio Ortiz Gavin Norman, City of Hamilton Gary Scandlan Watson George Zajac, City of Hamilton Ivy Le Jared Marcus Joey Coleman, The Public Record Jorge Caetano Ken Coit Kirk Weaver, City of Hamilton Lindsay Gillies, City of Hamilton Matt Johnston, Urban Solutions</p>	<p>Michelle Diplock, WE HBA Mike Collins-Williams, WE HBA Mitchell Jones Navreet Bains Rick Lintack, HBSA Rob Lalli, City of Hamilton Steve Robichaud, City of Hamilton Steve Molloy Steven Frankovich, S. Llewellyn &amp; Assoc. Sophia Ngal Suzanne Mammel Subrina Terri Johns, T Johns Consulting Tracey Muto, City of Hamilton Tony Sergi, City of Hamilton Trevor Jenkins Travis Skelton</p>
<p><b>Regrets:</b></p> <p>Alissa Golden Angela Storey Anita Fabac Brenda Khes, GSP Group Carolyn Paton Christina Lam Tablada, City of Hamilton Christine Newbold, City of Hamilton Delia McPhail, City of Hamilton Ed VanderWindt, City of Hamilton Heather Travis, City of Hamilton Hector Quintero, City of Hamilton Jorge Caetano Jason Thorne, City of Hamilton Joanne Hickey-Evans, City of Hamilton Kevin Hollingworth, Metropolitan Consulting Louise Thomassin, City of Hamilton</p>	<p>Mark Bainbridge, City of Hamilton Mark Candello, GSAI Mark Inrig, City of Hamilton Martha Kariuki, City of Hamilton Melanie Pham, City of Hamilton Meghan Stewart Nancy Neale Paul Szachlewicz, Hamilton Chamber of Commerce Paula Hamilton, Toms &amp; McNally Design Peter Topalovic, Transportation Ryan Kent, City of Hamilton Sarah Knoll Sherry Vanderheyden, City of Hamilton Steve Spicer, Multi-Area Developments Susan Girt, City of Hamilton Tamara Bates Sue Ramsey</p>

**1. Welcome – Ashraf Hanna, City of Hamilton**

**2. New Business**

- Ed Fothergill: Tree hoarding provisions

**3. Minutes from April 11, 2022**

Approved with no questions or comments from the minutes as distributed.

**4. Complete Streets Design Manual Update – Trevor Jenkins**

Working to make streets safer is one main aspect that this manual is set to achieve. Looking at a five step process → Planning, Conceptualization, Designing, Implementing, Monitoring and Review. Chapter three of the manual goes through elements of complete streets. Chapter 4 of the manual is for Complete Street Typologies. In the fifth section, there are principles and guidelines to making intersections safer. The draft design manual was implemented by many groups, advisory committees, as well as two public surveys. Trevor went through Draft Cross Sections such as Urban Avenues, Transitioning Avenues, Main Streets, Connector Streets, Industrial Streets (space to accommodate a lot of commercial vehicles), Neighbourhood Streets, Rural Roads, Rural Settlement Areas. Through engagement there has been strong support for these designs. The development industry is an important partner to the streets of Hamilton. Complete streets contribute to vibrant communities where people want to live. Next steps: summer 2022 is when the Design manual is taken to Public Works Committee for endorsement. Then they will begin updating various roadway design guides and manuals to reflect changes proposed in the Complete Streets Design manual.

**5. Community Benefits Charge – Gary Scandlan**

Under planning act, section 37, municipalities have been allowed to impose charges or negotiate additional services once an average density of an area has been exceeded. This was put into place in part with development charges. The charge is up to 4% of the land value the day before the building permit. Across the city if you have units where you're going to build and you meet the criteria, it is 4% of the land value. Types of costs we can include in these charges can be anything not included in the development charge. For the city, part of the services we lost were to provide for Municipal parking and development of the airport. As of September 18, we'd lose the ability to collect for those services. There are a number of ineligible charge services – those are eligible services that can be included. On the website for Hamilton, the works considered are presented. There are mandatory exemptions – any buildings that don't meet the five storey or 10 residential units, long term care, retirement home, post secondary institutions, memorial homes, hospices and non-profit housing. We can do discretionary exemptions provided under the Development charges – the two under consideration right now are downtown CIPA and affordable housing. Looking to come back to AF&A on June 2, talk with council June 8, looking to have bi-laws passed by September 17, 2022.

## **6. WE HBA Student Presentation – Hamilton/Burlington Parking Minimums**

Presentation by Ivy Ie, Anythony Salemi, Sophia Ngai, Ethan Cleugh and Mitchell Jones. Parking minimum is the minimum parking ratio required in a development required by the Zoning by-law. Cost of parking is a significant cost for developers. Find that in areas where transit is provided, parking is over supplied. Edmonton for example removed parking requirements for whole city. Current parking provisions are not aligned with the goals and objectives of current planning policies that Hamilton and Burlington have set as they grow and change. Representing an outdated image of cities, mobility and automobile dependence, parking minimums are unsustainable, restrict growth and are expensive. Identified four different scenarios. 1. Pilot project would occur as a smaller scale and can act as a test to eliminating parking requirements. 2. Full scale elimination can be complete elimination of parking minimums city wide for both municipalities. Parking would be provided on the basis of demand. 3. Eliminate Requirements Along Major Transit Lines – along active and populated transit areas there should not be a need to provide parking 4. Context Area(s) have the neighbourhoods categorized into many context areas. Each area would have a set of corresponding parking requirements. Next steps include education, technical parking study, zoning reform and adjustments of scenarios. Parking reform does NOT equate to no parking, it's a matter of prioritizing the public and providing parking based on demand.

## **7. Updated Organizational Charts – *Mike Collins-Williams***

Helpful to have updated organizational chart in the planning department.

## **8. Tree Hoarding Provisions – Ed Fothergill**

Ken agrees it should be as close to construction as possible. Natural heritage planners say they lose trees at tree grading or foundation permit. Ed explains that it's not a matter of getting out of it, but relaying it closer to the time of construction. Will reach out to Ken on a one on one basis.

**Next DILG Meeting will be June 13, 2022**

Kathia Lopez, Minute Taker  
Administrative Secretary, Growth Management Division